

# Unifour RPO

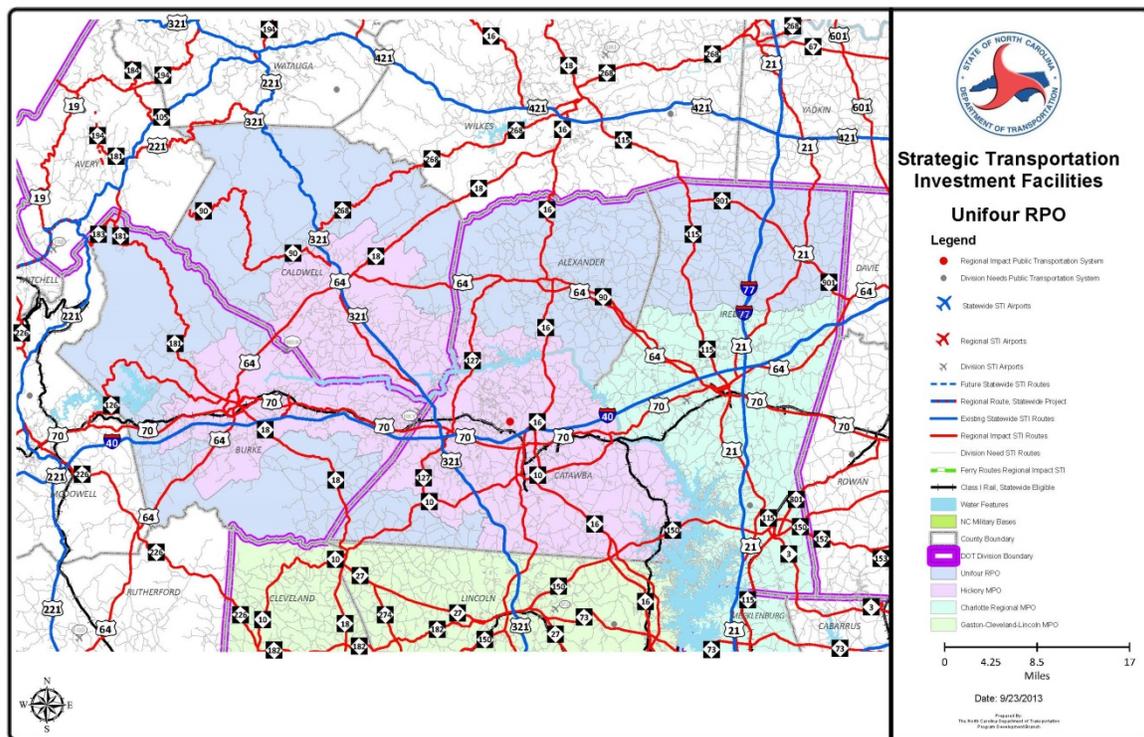
## 2014 STIP Project Solicitation and Ranking Process

### Introduction

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

### Applicability

This process would apply to all projects ranked by the RPO in Alexander, Burke, Caldwell, Catawba, and Iredell counties that fall in the “regional” and “division” levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the maps below.



### Schedule

**Project Solicitation:** The RPO solicited candidate projects from November 2013 to February 2014. The results of this process was presented to the TAC at its December 18, 2013 and January 22, 2014 meeting, where the TAC was able to review the list. The TAC endorsed a project list at its January 22, 2014 meeting for submittal to NCDOT.

**Project Ranking:** The TCC and TAC of the RPO will evaluate the full list of new and previously-evaluated projects for the five counties between May and July 2014, with local points assigned and submitted to the SPOT office by July 31, 2014.

### **Key Dates in the SPOT Process**

- 08/15/2013 Report submitted to Joint Legislative Transportation Oversight Committee
- 09/10/2013 Presentation to Joint Legislative Transportation Oversight Committee
- 10/04/2013 Approval of STI
- 10/23/2013 Deadline for RPO/Division to modify existing P3.0 project
- 01/27/2014 P.3 Open for New Project Submittals
- 03/03/2014 Deadline for RPO/Division to enter new candidate projects
- 03/31/2014 NCDOT released preliminary highway project scores
- 04/30/2014 Deadline for approval of RPO Local Input Methodology
- 05/2014 NCDOT plans to release all project scores
- 07/31/2014 Deadline to assign Local Input Points

### **Ranking and Local Points Assignment and Public Input Process**

**The methodology for ranking projects includes the following steps:**

1. Solicit new projects from RPO member governments.
2. Submit new projects to NCDOT via SPOT Online.
3. Assign points to projects according to local methodologies to create project rankings.
4. Submit project rankings to TACs for approval and open public comment period.
5. Final approval of the project list and point assignments by the TACs.

**Project Solicitation:** The RPO announced the 30-day project solicitation period to all member governments and interested persons. All submitted projects were presented to the TAC for their review at their December and January meetings, who used the input to determine which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects. The MPO and RPO were able to submit up to 20 new projects, with the ability to replace five previously submitted projects with new candidate projects.

**Local Points Assignment:** After every project has been scored using the methodology described in this document, MPO and RPO staff will develop a ranked list of projects within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The RPO receives 1,200 points each at the Regional Level and Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100.

The RPO will assign the maximum number of points to the top 12 projects in the Regional and Division levels based on rankings created through the processes described in this document. In the event that the RPO has points remaining that have not been distributed, up to 100 points per project will be given the MPO, as agreed by both organizations and communicated to the SPOT office.

**Final Project Ranking:** The MPO and RPO will present the recommended local-points assignments to the TCC at the May 2014 meeting. Upon the approval of the TACs, the MPO and RPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30-day public comment period. The 30-day period will also be advertised on the MPO/RPO website (<http://trans.wpcog.org>). The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings for their consideration. At that time the TACs will be asked to approve a project list and final point assignments at which time will be placed on the MPO/RPO website by August 2014.

All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO/RPO website by August 2014.

Regional and Division Level eligible projects and Bicycle/Pedestrian projects are ranked based on the criteria listed in the tables 2, 3, and 4. While most Regional and Division Level criteria are self-explanatory, some do merit additional explanation.

**Table 1: Regional and Division Level Project Criteria and Explanations**

Criteria	Explanation	Data Source
Existing Congestion	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Proposed Congestion	Ratio of how much traffic is predicted on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Existing Safety	The safety score is a calculation based on the crash frequency and severity along sections of a particular roadway. The crashes are then normalized based on traffic volumes to establish rates. These rates are compared to statewide averages for similar facilities to determine how the road performs compared to its peers.	NC Dept. of Transportation - SPOT Office
Freight Volume	Average daily number of large freight movers (tractor trailers, etc.) on a road.	NC Dept. of Transportation - Transportation Planning Branch
Transportation Plan Consistency	A yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.	GHMPO/URPO
Cost	Projects requiring less money to complete will scoring higher points.	NC Dept. of Transportation - SPOT Office
Multimodal Accommodations	Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities.	GHMPO/URPO
Supports Economic Development	A project will score higher if it is located close to a major employment center.	GHMPO/URPO
Supports Environmental Justice (EJ)	A project will receive points if it enters an area which a high concentration of poverty or has over half of the residents are minorities.	GHMPO/URPO
Lack of Capacity	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Project Feasibility	A project will receive points depending availability of right-of-way (ROW); environmental justice concerns, and impacts on the natural environment.	GHMPO/URPO

## Ranking Processes

**Table 2: Regional Level Projects**

These projects would be evaluated by the criteria, weighting, and scoring as detailed in the table below. Only highway and multi-county public transportation capital projects would fall under this category.

Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9	Volume to capacity btw 0.91 and 1.0	Volume to capacity over 1.0
Proposed Congestion (10 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9		
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Freight Volume (10 max)	Less than 500 trucks/equivalent per day	Btw 500-750 trucks/equivalent per day	More than 750 trucks/equivalent per day		
Transportation Plan Consistency (10 max)	Project is not in CTP or TP		Project in CTP or LRTP		
Cost (10 max)	Cost over \$50 million	Cost btw \$25-49 million	Cost less than \$25 million		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Economic Development (10 max)		Intersects TAZ that includes 250 or more employees	Intersects TAZ that includes 500 or more employees		
Supports Environmental Justice (EJ) (5 max)		Intersects TAZ with poverty level of 20% or higher or minority concentration of 50% or higher			

**Table 3: Division Level Projects**

All highway projects on SR roads and other modes (public trans., rail and airport) would be evaluated through the process detailed below.

Division Level Projects					
Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Lack of Capacity (20 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)
Proposed Congestion (10 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Total Cost (10 max)	Cost over \$10 million	Cost \$5-10 million	Cost less than \$5 million		
Plan Consistency (10 max)	Project is not in an adopted land use, transportation, transit or other plan		Project is in an adopted land use, transportation, transit or other plan		
Project Feasibility (10 max)	ROW concerns 0-50%	Moderate ROW concerns 50%+ <100%	No ROW concerns 100%		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Economic Development (10 max)		Intersects any TAZ that includes 100 or more employees	Intersects any TAZ that includes 250 or more employees		
Supports Environmental Justice (EJ) (5 max)		Intersects TAZ with poverty level of 20% or higher or minority concentration of 50% or higher			

**Table 4: Bicycle and Pedestrian Projects**

All bicycle, pedestrian, and greenway projects would be evaluated through the process detailed below.

Bicycle and Pedestrian Projects				
Criteria and Maximum Points	0 points	5 points	10 points	15 points
New Project (10 Max)	All other projects.	Project adds sidewalk/bike lane on a road that currently only has a sidewalk/bike lane on one side.	Project adds sidewalk/bike lane on a road that does not currently have any sidewalks/bike lanes.	
		Any other off-road greenway that is accessible to pedestrians and/or bicyclists.	Off-road greenway that is accessible to pedestrians and/or bicyclists and is close proximity ( $\leq 500$ ft.) to a roadway.	
Crash Exposure (15 max)	All other projects.	AADT $\leq 2,000$ (sidewalks)	AADT = $2,001 \leq 4,999$ (sidewalks)	AADT = $5,000 \leq 10,000$ (sidewalks)
		AADT = $5,000 \leq 10,000$ (bicycle facilities)	AADT = $2,001 \leq 4,999$ (bicycle facilities)	AADT $\leq 2,000$ (bicycle facilities)
Safety (10 max)	All other projects.	Roadway speed limit 40 and under.	Roadway speed limit 45 mph and over.	
Economic Development (10 max)	All other projects.	Project located 1 mile from major employment center (100 + employees).	Project located 1/2 mile from major employment center (100 + employees).	
Connectivity (15 max)	All other projects.	Projects that connect neighborhoods with schools and/or colleges.	Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center (100 + employees).	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links).
Total Cost (10 max)	\$500,000 +	\$250,001 $\leq$ \$500,000	\$100,000 $\leq$ \$250,000	
ROW Acquisition (10 max)	50% or less	51% - 75%	76% - 100%	
Proximity to School (10 max)	All other projects.	1 mile from a school.	1/2 mile from a school.	
Jurisdictional Collaboration (5 max)	All other projects.	Project funding and/or planning cooperation between two jurisdictions.		
Environmental Justice (5 max)	All other projects.	Intersects TAZ with poverty level of 20%+ or minority concentration of 50%+.		